Times-Virginian

In the Heart of Virginia's Dark Tobacco Belt

APPOMATTOX, VIRGINIA

ESTABLISHED 1892

Mr. & Mrs. Calvin Robinson . . . . *Editors & Publishers*

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PROGRESS IN RED CHINA

Although many Americans may not like to admit it, after ten years of rule, the Red Chinese have made great strides in certain fields.

In the field of education, for example, the Chinese Communists regime has mobilized the entire natural resources of the country —in manpower and in economic power.

As a result, the number of literate people in China has increased astoundingly in the past ten years. It is estimated that among the 650,000,000 Chinese, only a small fraction of them today are illiterate. Only ten years ago, it was estimated that 400,000,00 Chinese were illiterate.

Recent figures indicate that the Red Chinese are emphasizing the sciences and industry to a high degree. It is said that some 17,000 engineers were graduated in the latest year for which statistics are available (1958), another 5,000 in the pure sciences, another 5,000 in medicine, and about 3,500 in agriculture.

Moreover, it is estimated that some 90,000,000 Chinese children are now in elementary schools, compared with something over 20,000,000 who attended elementary school in the peak education years of the Chiang Kai-shek regime. Likewise, the Chinese Reds claim that some 65,000,000 peasants are now enrolled in literacy classes in China.

Even if these estimates are incorrect, U. S. education officials believe the progress of education in China, has been highly impressive.

All of which adds to the conviction of many experts that the chances that Chinese Nationalists could re-take China are practically nil today. The communist regime seems to be installed more solidly than was Chiang Kai-shek's regime. This is not very palatable news for Americans, but it might as well be faced.

We would prefer to have a system of democracy in China, but it appears more and more likely that for many years to come, a form of communism will dominate one of the great nations of the world.

Rural Children Better Behaved

A survey of some nine hundred communities recently revealed that youngsters stand a better chance of living a crime-free life if they come from rural areas, or from small cities, than if they are reared in metropolitan areas.

The survey showed that in nine hundred communities, each with less than 25,000 population, the number of arrests of adolescents in recent years was about one-third the number of arrests in metropolitan areas, over the same period.

The result of the survey showed that not only were total arrests less in the rural areas, but that the number of arrests per one thousand youngsters was far lower in rural areas and in smaller cities. Even though this is a better record than is found in the cities, the survey revealed that the number of arrests in rural and town areas, per one thousand youngsters, was nevertheless, increasing rapidly.

It has long been our belief that the solid strength of our great nation rested in the rural and small town areas. The family ties, the orderly and supervised way of life and the basic, traditional values of American society, are still more keenly and actively appreciated at "the grassroots." Let us try to keep it that way.

Education seems to be an endless affair.

Trying to please everybody pleases no one.

Khrushchev On Automibles

Nikita Khrushchev, of Russia, has a refreshing view on the automobile. As reported from Moscow, he is not in favor of an automobile for every family, or practically every family, in Russia.

Khrushchev, it is said, favors the use of more taxi-cabs, by the public, and feels that automobiles are nusisances to maintain, and park, etc.

Khrushchev's views, of course, are utterly important in the Soviet Union, which turned out less than 500,000 motor vehicles in 1959. Of this number, only about one-fourth were automobiles. The other 370,000-plus were trucks and busses.

In Russia today people have signed up for the purchase of an automobile, and waiting lists contain the names of persons who must wait two or three years before they will have the chance to purchase an automobile. Most of them buy the Moskvitch, which ts the Russian's small car. The medium Russian car is the Volga, and there are two larger automobiles, the Zil, and the Zhaika, which are eight-cylinder, seven or eight-passenger automobiles.

These later cars are produced only in small numbers, some even estimating their annual production total to be in the hundreds.

For the average Russian, it must be the Moskvitch or nothing, and for the average Russian, of course, it is nothing. Even if he has the money to buy a Moskvitch, he is forced to wait several years.

In this situation, many Russians are said to have rsesented a decision by the Moscow government to export 10,000 Moskvitch cars to the United States, for sale in 1960.

The manner in which the Soviet government ignores the increasing desire for automobiles in the Soviet Union is an interesting commentary on their form of government. One cannot imagine an Aemrican President attempting to dismiss the demand for cars, by Americans, so lightly, claiming that they are nusisances.

Nevertheless, only a small number of Russians could afford to purchase cars, and —. Khrushchev being the admittedly good politician he is—is certainly in no political danger, as a result.

Those whose values are based on money alone, have lost their sense of values.

Business hint: Advertize in The Times-Virginian and let advertising pay you.

The man who plays too much is about as sensible as the man who works too much.

There are people ready to exercise control over others without being able to control themselves.

If you make a friend by lending him money, you often lose a friend by trying to collect the debt.

The reason many enterprises fail to go forward is that it is much easier to plan to do than to do.

The real problem of any problem is to find the facts.

One of these days everything will be known, but we do not expect to be around for the revelation.

When a community has no leader, it makes little progress.

Your plans for the future should include paying your debts of the past.

Life has come to a sorry pass when a man has to lie to compliment anybody.

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THE BIBLE SPEAKS

International Uniform Sunday School Lessons

BY DR. KENNETH J. FOREMAN

Bible Material: Matthew 5:9, 21:26, 38-48. Mark 10:35-45.
Devotional Reading: Micah 4:1-5.

Peacemakers

Lesson for May 8, 1960

WAR OR PEACE? The issue cannot be debated any more as it used to be. Once upon a time statesmen of great nations, and boys and girls in school, and country people in town of a Saturday night, could talk it over: Is war, or is peace, the best way out of our troubles? Nowadays those who know the facts of this atomic age know that the next war is the last war, that any war means suicide for both sides. War is the death-way out of our troubles. Corpses have no further worries. Their quarrels are over. Peace may not, and will not, put an end to our troubles; but it will leave us alive to struggle with them.

Dr. Foreman

What About Our Enemies

"Blessed are the peacemakers" sounded wonderful in the ears of those who heard Jesus say it; it sounds wonderful today. We wish we knew where the peacemakers are, so that we could give them welcome. We wish we knew how they do it—it often looks so hopeless to us. For "peacemaker" in the year One was thought to mean one who could think out a better way of living than by war. In this dreadful year Nineteen Sixty a peacemaker, if such can be found, is one who can show us how to keep on living at all.

Let us say only one thing about international peace or war. About the least we could hope for would be that the church would not beat the state's drums; that the church would speak up as clearly as scientists and others outside the church have spoken, about the extraordinary danger and folly of depending on H-bombs for safety; and that the church would not let it continue to appear that peace is talked-up, and wished for, only by those on the far side of the iron curtain.

Let us come down to some problems we can do more about. Jesus spoke of hostilities that men have whether their countries are at war or not. He spoke of personal enemies. What shall we do with them?

Treating Enemies With Love

If you are the sort of person who enjoys a fight for the fight's sake, if you like to make a row, if peace seems to you a sissy's paradise, then you are not a Christian to begin with. No use talking to you till you join the Christians. But if you really want to live at peace, Jesus has the way to it in one short shocking sentence: LOVE YOUR ENEMIES.

How can this be done? Jesus makes some suggestions, sets up some guideposts. He does not release us from having to work out a great deal by ourselves. First he tells us to take the initiative. If you wait for your enemy to make the first move you may wait forever. It is not cowardly or weak to make the first gesture towards peace.

Peace with your neighbor is the most important project you can have. Jesus makes a striking illustration of this. Suppose you are in the very act of offering a gift at the altar of God, and at that moment it occurs to you that some one has something against you. Getting straight with that person is then the most important thing in your life, more important than even worship. Leave the gift, says our Lord, leave the altar; the temple, the place of prayer; go be reconciled to your brother, and then you are free to worship again.

The Church As Peacemaker

Jesus said more, and the reader is invited to look this up in Matt. 5 and Mark 10 and see what he actually said. It all sums up to this: Treat your enemies as you would wish to be treated; treat your enemies as if they were your friends; do for them acts of humble service with patience.

Can the church help in all this? It is the shame of the church that although she is in a good position to help local quarrels get settled, and to say something about international relations (for the church's Lord is called the Prince of Peace, and the church is the only truly international organization in the world), she is too often silent and powerless in the face of internal quarrels and international crises.

(Based on outlines copyrighted by the Division of Christian Education, National Council of the Churches of Christ in the U. S. A. Released by Community Press Service.)

Subscription rate: $2.00 a year; payable in advance.

Washington Notes

Benefits For Band

A bill providing for $50,000 payments to the families of each of the nineteen Navy bandsmen killed February 25 during a South American tour has been introduced by Senator Beall (R.-Md.).

Foreign-Aid Debate

Debate has opened on a bill setting a $4,038,500,000 limit on the foreign-aid program.

This represents a cut of $136,500,000 from President Eisenhower's recommendations. However, deeper cuts are expected when the House later takes up legislation making the actual appropriation of funds.

Low Draft Call

The Army has issued its lowest monthly draft call in ten years in an attempt to reduce its total strength by June 30 to 870,000 men, the number recommended by the Eisenhower Administration.

A June draft call for 5,500 men was issued earlier this month. The May and April quotas were 6,000 men each. Army strength, however, is now about 7,000 over the manpower ceiling fixed by the Administration.

Goodwill Being Built

Senator Symington (Mo.) is quietly building up a reservoir of goodwill he is confident will give him widespread support for the Democratic Presidential nomination.

WHAT'S NEW

Tokyo.- Peiping radio claims a Red Chinese telephone maintenance man has solved the problem of pedaling a bicycle against a strong wind.

Yang Hsiu-feng attached a small rotary fan to the handlebars and linked it by chain to the axle, the broadcast explained. The stronger the wind blows, the faster Yang's bike goes. The radio said he can average 11 m.p.h in the teeth of a gale.

Unvarnished Truth

Too many people itch for what they want without scratching for it. —Spotlight, San Diego, Calif.

Appomattox is a growing town.

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Lynchburg, Va.
VIctor 7-8221 1105 Main

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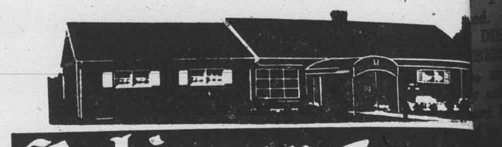

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Legal Notices

TICE TO THE PUBLIC
CE IS HEREBY GIVEN that
ant to Sections 29-125, 9-6.4
9-6.6 of the Code of Virginia,
Commission of Game and In-
Fisheries meeting at Rich-
, Virginia, April 7, 1960 or-
the proposed rule and will
a Public Hearing for the pur-
of adopting this proposed rule
oom 100, 7 North Second
, Richmond, Virginia, 9:30
Tuesday, May 24, 1960.
of said proposed rule have
filed with the Division of Sta-
Research and Drafting.
ING SAFETY ACT REGU-
ONS:
OTORBOAT NUMBERING
TERN
The motorboat number as-
shall consist of the symbol
identifying the State follow-
not more than four arabic
als and two capital letters, in
nce, separated by a hyphen or
space n accordance
the serials numerically and
tically. As example:
"VA-1234-BB."
Since the letters "I", "O"
"Q" may be mistaken for ara-
numerals, all letters sequences
"I", "O" and "Q" shall be
DISPLAY OF MOTORBOAT
ers shall be painted
d to each side of the
of the vessel to which
a position as to pro-
gibility for identifica-
mbers shall read from
and shall be in block
good proportion not
nches in height. The
be of a color which
with the color of the
and so maintained as
visible and legible;
dark numbers on a light
ound or light numbers on
k background.
APPLICATION FOR CERTI-
TE OF NUMBER
e application for certificate of
shall contain the follow-
information: name, address,
and year of birth of
county or city where boat
kept, present num-
(if any), hull material
, steel, aluminum, plastic,
, type of propulsion (out-
, inboard, other), type of fuel
diesel, other), make and year
(if known) length overall,
as to use (pleasure, liv-
dealer, manufacturer, commer-
passenger, commercial fishing,
ercial other), a statement of
ship by applicant and signa-
of owner.
INFORMATION SHOWN ON
IFICATE OF NUMBER
certificate of number shall
the following: name and ad-
of owner, number issued,
hull material, type of pro-
length overall, use, expira-
date and signature of owner.
REPORTING OF BOATING
DENTS
operator (s) of any boat (s)
in a collision, accident or
alty resulting in death
appearance of any person or
injury causing incapacity for
riod in excess of 72 hours, or
ge to property in excess of one
red dollars ($100.00) shall,
in 10 days, after such collision,
ent or other casualty, file in
ng with the Commission a full
ription of the accident includ-
the following: (1) The number
or name of vessel (s) involv-
(2) The locality where the ac-
occurred. (3) The time and
when the accident occurred.
Weather and water conditions
me of accident. (5) The name,
ess, age and boat operating
ience of the operator of the
ting vessel. (6) The names and
sses of operators of other ves-
involved. (7) The names
addresses of the owners of
els or property involved. (8)
names and addresses of any
on or persons injured or kill-
(9) The nature and extent of
y to any person or persons.
A description of damage to
erty (including vessels) and
mated cost of repairs. (11) A
iption of the accident (includ-
opinions as to the cause. (12)
length, propulsion, horsepower,
and construction of the report-
vessel. (13) Names and ad-
es of known witnesses.
NOTIFICATION OF TRANS-
OF OWNERSHIP
henever a motorboat for which
e exists a certificate of num-
changes ownership, the seller
report such transfer to the
mission on form provided, ac-
panied by that existing certifi-
of number.
APPLICATION FOR DUPLI-
CERTIFICATE OF NUM-
nt of loss, a duplicate
number may be ap-
form provided accom-
fee of fifty cents. Not
the certificate for a mo-
number may be in existence
BOATING SAFETY
MENT
e Federal regulations appli-
to boating safety equipment
ed to be carried in or on mo-
torboats (as defined in the Motorboat Act of 1940, 54 Stat. 166, as amended, 46 U. S. C., Section 526) operating on the navigable waters of the United States as set forth in Part 25 of the Code of Federal Regulations and in copies of the Federal Register supplemental thereto are hereby adopted by the Commission as its regulations.

Any additions to, amendments of, or other changes in such regulations are adopted as of their effective dates in order that federal and state laws and regulations governing motorboats be in the greatest harmony possible.

COMMISSION OF GAME AND INLAND FISHERIES
Beverley W. Stras, Jr., Chairman

NOTICE TO THE PUBLIC

NOTICE IS HEREBY GIVEN that pursuant to Sections 29-125, 9-6.4 and 9-6.6 of the Code of Virginia, the Commission of Game and Inland Fisheries meeting at Richmond, Virginia, April 7, 1960 ordered the proposed change in its rules and will hold a Public Hearing for the purpose of adopting this proposed rule at Room 100, 7 North Second Street, Richmond, Virginia, 9:30 A. M., Tuesday, May 24, 1960. Copies of said proposed rule have been filed with the Division of Statutory Research and Drafting.

That the bag limits for taking deer in the counties named below shall be as follows:

(a) Amherst west of U. S. Route 29 Bland, Campbell, Carroll, Dickenson, Floyd, Franklin, Giles west of New River, Nelson west of Route 151 Patrick, Pittsylvania, Pulaski, and Tazewell, 1 a season, bucks only.

(b) Alleghany, Augusta, Bath, Botetourt, Clarke, Craig, Frederick, Giles east of New River, Grayson, Highland, Lee, Page, Roanoke, Rockbridge Rockingham, Russell, Scott, Shenandoah, Smyth, Warren, Washington, Wise and Wythe, 1 a season either sex during the first three days of the season.

(c) (Accomack on Parramore Island only), (Fairfax in sections open for hunting), (Fauquier), Loudoun, (Prince William) and (Rappahannock), 1 a season, either sex.

(d) (Accomack, except Parramore Island), Albemarle, Amelia, Amherst east of U. S. Route 29, Appomattox, (Brunswick), (Buckingham), (Charles City), Charlotte, Chesterfield, Cumberland, (Dinwiddie), Greene, (Greensville), Isle of Wight, (James City), (Lunenburg), Madison, Mecklenburg, Nansemond, Nelson east of Rt. 151, (New Kent), (Nottoway), Powhatan, (Prince Edward) and Surry, 1 a day, 2 a season, bucks only.

(e) Norfolk, Prince George, Princess Anne, Southampton and Sussex, 1 a day, 2 a season, one of which may be a doe during the first three days of the season.

(f) Caroline, Culpeper, Essex, Fulvanna, Gloucester, Goochland, Halifax, Hanover, Henrico, King George, King and Queen, King William, Lancaster, Louisa Mathews, Middlesex, Northumberland, Orange, Richmond, Spotsylvania, Stafford, Westmoreland, Newport News and York, 1 a day, 2 a season, one of which may be a doe.

(g) Langley Air Force Base, 1 a day, 2 a season, either sex.

COMMISSION OF GAME AND INLAND FISHERIES
Beverley W. Stras, Jr., Chairman

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That Regulation 4 be amended insofar as open season for taking bear is concerned, making the season for taking bear the third Monday in November to January 5, dates inclusive.

COMMISSION OF GAME AND INLAND FISHERIES
Beverley W. Stras, Jr., Chairman
(1tc)

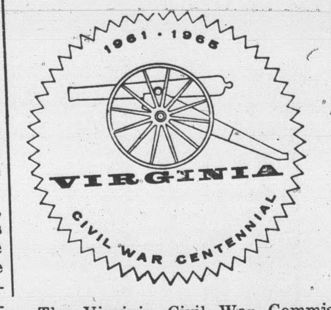
NOTICE TO THE PUBLIC

NOTICE IS HEREBY GIVEN that pursuant to Sections 29-125, 9-6.4 and 9-6.6 of the Code of Virginia, the Commission of Game and Inland Fisheries meeting at Richmond, Virginia, April 8, 1960, ordered the propossed change in its rules and will hold a Public Hearing for the purpose of adopting this proposed rule at Room 100, 7 North Second Street, Richmond, Virginia, 9:30 A. M., Tuesday, May 24, 1960. Copies of said proposed rule have been filed with the Division of Statutory Research and Drafting.

That Regulation No. 35 concerning special permits for trapping beaver be rescinded.

COMMISSION OF GAME AND INLAND FISHERIES
Beverley W. Stras, Jr., Chairman

Civil War Centennial Emblem Is Announced



The Virginia Civil War Commission announced this week the adoption of an emblem and said it hoped to see the device used widely by public and private agencies throughout Virginia.

It is circular, in the form of a seal. There is a line drawing of a Civil War cannon in the upper half of the seal. The word "Virginia" in bold letters is just below the center, and the legend "Civil War Centennial" curves around the bottom. The dates "1961-1965" are above the cannon.

"This emblem is designed to call attention to Virginia's importance in the Civil War Centennial," said Delegate John Warren Cooke, chairman of the Commission's executive committee.

"Sixty per cent of the war was fought on Virginia soil. Our state is rich in battlefields and shrines, and we have a story to tell. Also, we have an organized Centennial program far in advance of any other area in the nation. We hope this emblem will help convey Virginia's importance in this national observance."

Cooke noted that the recent General Assembly passed a resolution requesting all public and private agencies to cooperate with the Commission in identifying the Civil War Centennial with Virginia.

"A wide use of this emblem will do as much as anything toward the realization of this objective," Cooke said.

In making the emblem public, the Commission gave blanket permission for its use in Virginia travel promotion and advertising material. It withheld permission to use the emblem, however, on any commercial items offered for sale except with express authorization from the Commission.

It also said that for the time being, it was restricting its use in more than one color except with express permission. For example, black on white, or white on black, or blue on a field of gray would be permissible.

KNOW THE WEATHER

By E. H. Sims

Is weather knowledge a scene of competition between the US and the USSR in the cold war?

Yes, weather knowledge is fast becoming a key to the nationalistic plans of major countries. There are hints, moreover, that the Russians are ahead of the United States in their studies aimed at eventual control of weather forces.

The areas where man-made control might bring important changes are: (1) —the field of evaporation, which might be controlled, and (2) —control of the size of the polar ice caps.

Should the Reds be able to sew heat-absorbing particles in the polar regions, it might be possible for them to melt great quantities of ice, change the course of ocean currents, and utilize land areas not now productive for planting crops or trees.

Subsciription rate: $2.00 a year; payable in advance.

When Men Were Men

It's a wonder the West ever became populated. Imagine the hardiness of the pioneers plodding toward the setting sun without the benefit of dark glasses. —Cleveland Plain Dealer.

Mr. Punctuality

Des Moines.- Paul H. (Pat) White, who retired recently from his job with an insurance company, had a record of not being late to work once in his nearly 43 years with the firm.

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